

traveled from Montreal with a mission to care for the sick and needy in Toledo, Ohio. St. Vincent's hospital was summarily established. The nuns' mission was soon broadened to include the education of health care professionals, patients and families. One hundred and fifty years later, St. Vincent Mercy Medical Center still holds fast to the ideals of Sr. Marguerite d'Youville in its unwavering mission to provide dignified and quality medical care to those in need.

Today, St. Vincent's is a member of the Mercy Health Partners system, a faith-based consortium of six hospitals in Northwest Ohio and Southeast Michigan. St. Vincent's is a Level I certified trauma center, Life Flight air ambulance base, home of the Mercy Children's Hospital and state of the art acute care hospital. With 3,500 employees including almost 1,000 physicians on staff, it is one of our region's primary employers. Nearly 500 volunteers augment the staff.

St. Vincent's has not only taken its hospital mission to heart, but also its role as a community leader. The hospital has transformed the near-downtown corridor on which it is located and maintains an influential and benevolent partnership with the neighborhood in which it is situated.

St. Vincent Mercy Medical Center celebrates 150 years caring for the poor and sick by living Christ's teaching that "Whatever you do to the least among you, that you do unto Me," as the recent photo of Sister Lucius in the hospital atrium, and the scholarship foundation in her name, attest. Onward!

PUBLIC TRANSPORTATION SYSTEMS VULNERABILITY AND REDUCTION ACT OF 2005

HON. JUANITA MILLENDER-McDONALD

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, March 3, 2005

Ms. MILLENDER-McDONALD. Mr. Speaker, I rise today to introduce the Public Transportation Systems Vulnerability and Reduction Act of 2005.

Securing our Nation's public transportation system has been a top priority of mine.

For years, governments around the world have recognized that public transportation is a major terrorist target. Until 9/11 the United States has been largely spared the kinds of terrorist campaigns waged against public surface transportation. However, we cannot wait for a tragedy to happen before we address our vulnerabilities.

An October 2001 study released by the Mineta Institute, Protecting Public Surface Transportation Against Terrorism and Serious Crime: An Executive Overview cites that between 1920 and 2000 there have been approximately 900 terrorist attacks and other significant criminal incidents involving public surface transportation systems.

However, all but 14 of these attacks occurred after 1970, the year that marks the beginning of modern terrorism.

Attacks against transportation and transportation infrastructures accounted for 42 percent of all international terrorist attacks, according to the most recent statistics provided by the USDOT Office of Intelligence and Security in 1998.

These statistics play out before our eyes on CNN. Last year alone, we witnessed attacks on public transportation systems in Madrid and Moscow, not to mention the ongoing attacks in the Middle East.

My legislation, The Public Transportation Systems Vulnerability and Reduction Act of 2005 will provide our Nation's transportation systems and workers with the training and funding to help protect our homeland. This legislation will provide funding for:

Ongoing vulnerability assessments which will build continuously on information collected, allowing for easier implementation of new technologies that will assist in averting terrorist attacks on all modes of public transportation.

Training programs for frontline transit employees, ensuring that employees, who are the eyes and ears of transportation systems, are prepared to respond to emergency situations.

Development and implementation of local and regional emergency preparedness plans that fully utilize a community's transportation resources.

Provides \$25 million a year, \$100 million over 4 years for emergency preparedness and response training.

I ask my colleagues to join me in working to provide our Nation's transportation systems and employees the resources to protect our communities.

I urge you to support the Public Transportation Systems Vulnerability and Reduction Act of 2005.

AMERICA'S MISLEADING GAS MILEAGE STICKERS

HON. NANCY L. JOHNSON

OF CONNECTICUT

IN THE HOUSE OF REPRESENTATIVES

Thursday, March 3, 2005

Mrs. JOHNSON of Connecticut. Mr. Speaker, I rise today to address an issue that should trouble America's consumers. Seventeen million new cars were sold in 2004 and not one had accurate gas mileage rates posted on the window stickers.

Unbeknownst to America's drivers, the gas mileage stickers on their cars are wrong, inflating fuel economy figures by up to 300 percent. Worse, the EPA has known their tests are to blame. The tests used by the Environmental Protection Agency (EPA) to measure fuel economy are 30 years old and are based on car technology from the late 1970s and 1980s.

The bogus tests results mislead consumers into thinking they are getting better mileage on the road—and a better deal at the gas pump—than they really are. This year alone, American consumers will spend about \$20 billion more on gasoline than they expect because of the misleading gas mileage stickers. Talk about a pocket-book issue.

Because changing these tests requires a change in the law, I am proud to introduce the "Fuel Efficiency Truth-in-Advertising Act" with my colleague Congressman RUSH HOLT. My legislation requires the EPA to update its fuel economy testing procedures to reflect today's "real life" circumstances and the use of "real world" gasoline. If this legislation is enacted, when it says 35 miles-per-gallon on the sticker, drivers will get 35 miles-per-gallon on the road.

An example of a flaw in EPA's current method is underestimating highway speeds. The EPA highway cycle assumes an average speed of 48 mph and a top speed of 60 mph. Many State highway speed limits are set at or above 65 mph and government data indicates that fuel economy can drop by 17 percent for modern vehicles that drive at 70 mph instead of 55 mph.

Another flaw is in the type of fuel used for engine certification. Fuels used for engine certification tests are artificial. The EPA uses highly refined fuel, not what we consume in our cars every day. Using these artificial fuels may be fine from a laboratory standpoint, but they don't help drivers when they overstate actual fuel economy.

There's more. The tests assume acceleration and braking rates that don't match reality. They overstate trip lengths. They understate increased idling and stop-and-go traffic in our expanding urban areas. They keep the air-conditioner off, while flipping on the A/C reduces gas mileage by 2.5 miles-per-gallon.

We would not tolerate 30-year-old tests for anything—so why do we allow it for gas mileage? Make no mistake, this is a pocketbook issue for Americans who are pinched by the high price of gasoline. The easy and common-sense steps this bill calls for will give every future car owner the truth—the truth about how their cars will perform, and the truth about how much they're going to spend on gasoline every year.

AAA, the Nation's largest auto club with 47 million members, supports this bill. So does the Union of Concerned Scientists, the Sierra Club and a host of consumer, scientific, and environmental groups.

This broad-based and diverse coalition believes, as I do, that Americans deserve better than the results of a 30-year-old test. We recognize that buying a car is a huge investment in most Americans' lives, and the government should be helping consumers make smart choices, not misleading them.

And so I ask my colleagues to join with me in supporting the Fuel Efficiency Truth in Advertising Act. Do it for the hundreds of thousands of car owners in your districts who deserve the truth—not bogus test results.

INTRODUCTION OF RESOLUTION OF INQUIRY REGARDING "JEFF GANNON"

HON. JOHN CONYERS, JR.

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Thursday, March 3, 2005

Mr. CONYERS. Mr. Speaker, I introduce this resolution to inquire whether the Justice and Homeland Security Departments were abused in favoring Mr. Guckert, a fake reporter from a fake news organization. I had hoped that the half dozen congressional and Senate requests for information would have been sufficient. However, to date, they have not even merited a response from the White House or its agencies.

For nearly 3 years, the White House has been granting Mr. Guckert, a right-wing activist with no press credentials, access to the White House briefing room and presidential press conferences. This appears to violate long standing practices of carefully screening contacts with the President.